

Entimations

NOTICE
THE SECOND CYMKHANA MEETING OF THIS SEASON will be held on the RACE COURSE, HAPPY VALLEY, on SATURDAY, the 17th June.
G. C. MOXON,
Hon. Sec.
Cymkhana,
Hongkong, 25th May, 1899. 706a

LIST 1 LANDED

HASTINGS and NEPHEW'S BEST
YORK-CUT HAMS.
Also

FRESH AUSTRALIAN BACON VERY
MODERATE PRICE
H. RUTTONJEE
13 & 15, D'Aguilar Street,
Hongkong, and

Hongkong, 3rd June, 1899. [7502]

FACILITIES FOR ICE AT KOWLOON.
THE HONGKONG ICE CO. LIMITED.

having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES, BY APPOINTMENT.

Hongkong, 3rd May, 1899. 610a

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Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

Insurance.
NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.

Hongkong, 28th May, 1895. [1895]

To be Let.

Hongkong, 28th May, 1895. [19]

To be Let.

TO LET

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

Hongkong, 17th May, 1899. [66]a

TO LET

ONE LARGE ROOM, THIRD FLOOR

Hongkong, 17th May, 1899. [664]
 TO LET
 ONE LARGE ROOM, THIRD FLOOR,
 QUEEN'S BUILDINGS, S. W. CORNER
 Apply on PREMISES
 Hongkong, 31st May, 1899. [735]
 TO LET

OFFICE ROOMS on 1st floor of No. 4
Queen's Road, Central, (lately the IM-
PERIAL BANK OF CHINA)
Apply to
Commercial Office

OFFICE ROOMS on 1st floor of No. 4
Queen's Road Central (late the IM
PERIAL BANK OF CHINA)
Apply to
Comptroller Office
E. C. HOCHAPPEL
Hongkong, 23rd March, 1899. [398a]

TO LET
SEMI DETACHED
HOUSE

EMPLOYED VIA RESIDENCE on Bowen Road (now in course of erection.)
PROPERTY lately occupied by the Bowington Saw Mills.
BOWEN ROAD

SIMPLE (LATELY) VILLA RESIDENCE
 ON Bowen Road (now in course of
 erection).
 PROPERTY lately occupied by the
 Bowington Saw Mills.
 GROUND FLOOR 54 FEET STREET
 OFFICES - 111 FEET 10 IN. DEPTH
 CENTRAL. (Lately occupied by
 Messrs. MELCHERS & Co.)
 Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 18th May, 1899.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
- Hongkong, 18th May, 1899. -

Hotel.

WINDSOR HOTEL
HONGKONG.

STRICTLY FIRST CLASS
PASSENGER ELEVATOR from EN-
TRANCE HALL to first floor BOARD

STRICTLY FIRST CLASS.
PASSENGER ELEVATOR TO THE
TRANCE HALL TO THE LOBBY BOARD
and LODGING.
MONTHLY RATES GIVEN NOW.

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NAVY LEAGUE LETTER TO THE PRESS.

The following letter has been sent to the editors of the London morning and evening and some of the principal provincial papers—

THE NAVY LEAGUE,
1 Victoria Street, S.W.

Sir,—The importance of Mr. Goschen's speech at Sheffield last Saturday, scarcely seems to be recognized by the country at large. The Executive Committee of the Navy League accordingly request permission to draw the attention of your readers to one passage of the speech of the First Lord of the Admiralty. Speaking of the financial crises who call for a reduction in our naval expenditure, founded on the assumed peaceful disposition of other countries, he says—

"Those who ought to be put through a compulsory course of international politics. They ought to be taught something of what was going on in other countries; they ought to be buried for a certain number of weeks among foreign journals and debates in foreign Chambers. Let them realise what were the wishes and aspirations of foreign countries. Let them look squarely at the history of the past. These men did not know what was the colonial policy of Germany now; they did not know what was the colonial policy of France; they scarcely knew what was our colonial policy."

The *Atlantic Cordillera* with France which officially exists sharply contrasts not only with the published opinions of French publicists but also with semi-official, and even the official declarations of high officers of State in the French Republic. It is notorious that, since the Fashoda incident, the question of frontier between Germany and France has receded to the second place, and that feverish naval activity now absorbs national attention across the Channel. For two centuries the policy of France have vibrated between the desire to play a great part in Europe, and (by obtaining command of the sea) to found a vast colonial empire. The steady pursuit of the latter policy, alike under Henry IV, under Louis XIV, under Directory and the Empire, is now the admitted policy of the Third Republic. The recent speech of Admiral Fournier with regard to the Mediterranean being a French lake, the action of the Minister of Marine, the Minister of Marine, semi-official article in the *Revue de la Marine* of last month on the invasion of England, to which the *Times* has already devoted an article, and the riotous Anglophobia of all the French newspapers with large circulation, only add a point to Mr. Goschen's advice to the people of England, that those who call for a reduction of expenditure should be taught something of what is going on in other countries.

If the incidents and declarations referred to are insufficient to convince the incredulous that the pacific disposition of France is limited by the horizon of the exhibition, it is to take place next year, examination of the school books placed in the hands of every member of the French educated classes, would probably bring home to the most blindly optimistic believer peace, the dogged and relentless path of French Governments. Such a school book as Monsieur E. Marechal's *Vistoire Contemporaine de 1789 à Nos Jours* charged with ill-feeling towards this country founded on perversions of history so gross as to be distinguishable from the Anglophobia of the *Paris Journal* and the *Libre Parole* by the admirable literary form in which they are expressed. It is not necessary to refer to writers like Admiral Aube, who publicly advocated the practice of sinking English passenger steamers on the blue sea by means of torpedo boats; nor is it essential to do more than take note of the phenomenal activity apparent at the arsenal of Toulon, and the belief prevalent among the French officers at that station that something is to happen when the French Exhibition has brought money into the coffers of France and her rulers have a free hand for the execution of a coup against England, should the opportunity arise. There is, however, the gravest reason why the British public should not only be taught something of what is going on in other countries, but also become acquainted with the international record of France during the last two hundred years. It is unnecessary to speculate as to what would happen if history repeats itself, and England and France, ever so slightly, her efforts to prepare for the coming temptation against her commerce and her shores.

In conclusion, I may point out that the mere absence of physical conflict which now exists does not constitute peace. Whether the struggle be with guns, ships and troops, or with the finances that procure armaments, the spirit revealed is essentially the same. England asks for nothing better than to disarm, but the ominous tendency towards criminal retrenchment which after the peace in 1855, and also in 1871, in 1878, and in 1895, placed the British Empire in a condition of dangerous inferiority to possible foes, appears to the Navy League so dangerous a contingency that they venture to draw attention to Mr. Goschen's reference to the prevailing ignorance of international politics. Retreat from the burdens imposed on us by the aggressive designs of foreigners would be an act of cowardice no less contemptible than flight in the face of the enemy if we were actually at war.

I am, Sir,
Your obedient servant,
H. SEYMOUR TROWER,
Chairman of the Executive Committee of the Navy League.

AMERICAN PROGRESS.

The large orders for locomotives booked at the present time, presage a season of unusual prosperity for American locomotive builders. Recent orders from the Trans-Siberian call for ten engines, and orders for 20. The French State Railways, Egypt, and the Mediterranean Railway of England, 30. The exceptional equipment and facilities of the American locomotive builder facilitates rapid work, and therefore early delivery of their product, which is one of the prime reasons why these foreign orders come here. The steady growth of the export of locomotives is shown by the following output: 1896, 314; 1897, 342; 1898, 380. At this rate of increase the foreign trade will soon equal home orders. A popular way to carry steel canalboats will probably be built late this year by the Cleveland Steel Canalboat Company, Charles E. Wheeler, secretary and manager of Cleveland, O., says *Engineering News*. As designed this barge will be 300 feet long, 45 feet beam, and 24 feet deep with double bottom and sides for water ballast. This barge would carry six canalboats in two rows of three each, and these boats would be floated in at the stern, while the barge is nearly submerged; the opening would then be closed by gates, and the barge pumped out. The estimated cost of the barge is \$125,000, and with minor alterations it could be converted into an ore carrier. It is intended for carrying canalboats between Cleveland and Buffalo, and the trip is to consume forty-five hours, at the rate of about four miles per hour, with a steamer and three consortships. At present these canalboats are towed through Lake Erie in fleets, but this navigation is seriously interfered with by storm and ice, and the new barge is supposed to be able to make the passage in any weather.

NAVAL ITEMS.

Percentage of Hits.

One of the most important contributions to the April magazine was Admiral Sampson's masterly article on "The North Atlantic Fleet in the Spanish War," which appears in the *Century*, and for which, it is rumoured, he received a thousand pounds was paid. From it we learn the authentic facts as to the number of rounds fired, and combining this with the list of hits given some months ago, we get the final percentages scored at Santiago on July 3rd. These are the figures—

Rounds fired.	Hits found.	Percentage of hits.
13-in.	47	2.3
12-in.	39	2.0
8-in.	319	3.1
6-in.	171	2.6
5-in.	473	1.7
4-in.	251	1.3
6-pdr.	653	1.3

It will be noticed that of the heavier guns the 8-in. made the best shooting, thus confirming the earlier reports. The 6-pdr. was by far the most wasteful, though probably the traces of many hits by it were effaced by the fires and explosions on board the Spanish ships, though when it did hit its projectiles were remarkably destructive.

New American Battleships.

Details of the three new American battleships, *Pennsylvania*, *New Jersey*, and *Georgia*, are now published. They will be 420 ft. long, with a displacement of 13,500 tons, a speed of not less than 18.5 knots, 12 horse-power under natural draught, of 12,800 and under forced draught of 18,400, and a coal capacity of 2,200 tons. This great coal capacity will give these battleships an unusually wide range of steaming; at 18 knots an hour they will carry a distance of 10,666 knots, so that they will not be the slaves of coaling-stations. The speed of 18.5 knots is equal to the greatest speed of any of the best battleships in the British Navy as yet ready for sea, though below that of the new *Duncan* class. Their armament, too, will make them respected; in the primary battery they will carry four 12-in. guns and sixteen 6-in. quick-firers, while in the secondary battery they will carry ten 12-pdrs., twelve 6-pdrs., six 1-pdrs., and six machine-guns. The *Georgia* will be the placed over the trials will vary from 12 in. to 5 in. in thickness, and their steel hulls will be wood-sheathed and coppered.

Personnel in U. S. Navy.

The engineers have won their battle in the United States, and henceforward there will be no invidious distinctions in the American navy between the executive and the engineer. The two branches are now amalgamated. Chief Engineer Mahille becomes Captain Mahille; Engineer Milligan, of the *Oregon*, who did such splendid work all through the war, Commander Milligan; ranking 7th on the commanders' list; and so on throughout the service. Unquestionably this is one of the most important results of the late war, for though the Personnel Act was drawn up in 1897, and reported upon favourably by Colonel Roosevelt in December of that year, it is doubtful whether it would have passed through Congress had not the events at Santiago on July 3, 1898, supervised by the two branches, the amalgamation of the two branches simplifies the conditions of service, and if many American authorities had had their way the process of simplification and unification would have been carried yet further. It was actually proposed to abolish the marine corps in the United States navy.

H.M.S. "Drake."

The most powerful cruiser in the world, the *Drake*, was laid down at Pembroke on April 24th. We extract the following comparison of her with the new American armoured cruisers *West Virginia*, *California*, and *Nebraska*, from the *Daily Graphic*—

	California	Drake
Length	460 ft.	500 ft.
Breadth	69	71
Draught	25	25
Displacement	12,000 tons	14,000 tons
Horse-power	23,300	30,000
Speed	22 knots	23 knots
Guns	Four 8-in.	Two 9.2-in.
	Fourteen 6-in. Q.F.	Sixteen 6-in. Q.F.
	Ten 12-pdrs.	Fourteen 12-pdrs.
	Ten 6-pdrs.	Three 3-pdrs.
	Twelve small	Eight small

Armour—Belt 6 to 4 in. 6 to 4 in. Heavy Guns 10 to 6 in. 6 in. Casemates 6 in. 6 in. Coal 1,800 tons 2,500 tons. The *Drake* is the first British 23-knot cruiser to be laid down, although in the present year two French vessels of that speed will be completed, and next year two French and four or five Russian cruisers. The *Drake* will not be ready for sea before 1902-3, and this a very serious and alarming fact.

Navy Gunnery.

A recent number of the *Naval and Military Record* contains an excellent article on gunnery in the fleet. A curious fact brought out is that up to a moderate figure, rolling and pitching do not seem seriously to affect the accuracy of the shooting. The *Anchor of India*, rolling only 5 to 7 degrees, makes but 2.2 per cent. of hits; the gunboat *Hebe*, rolling to degrees, makes 29 per cent, and so in several instances. The point of the article is, however, contained in these words: "There is no getting away from the suspicion that much of the [practice] ammunition is at present practically wasted. In many cases the results are deplorable. Whether any remedy will be found for this, the Admiralty takes definite action, and inspecting officers include gunnery in their inspection of ships, is doubtful. Promotion in the executive of the Navy depends not upon the ships showing good gunnery returns, but upon spick-and-spanness."

The Naval Situation.

In the April *Nineteenth Century* was a useful article on the naval situation, by Mr. H. W. Wilson. He holds that the weak Powers will be crushed out without war by the competition of armaments. He ridicules the idea that the working classes are "plundered" to build battleships, and insists that "from first to last the cost of a big ship in England goes against the cost of the working man." He refers to the movement for expansion on the Continent, and presents this forecast—

"It grows clearer and clearer from such signs as this that far from naval disarmament being at hand, the competition is going to grow fiercer and fiercer. And this suggests that the mere progress of armaments will crush out the weaker Powers of the world without war. It is a new phase of the unending and desperate struggle for existence. The portents are gloomy for States with slender resources, and for the Anglo-Saxon and Teutonic. The last consular report on Germany draws attention to the fact that 'In the prosperous state of the country's finances it is expected that the large expenditure for the navy may be met out of the ordinary revenue.' It is certain that in England and the United States any outlay on the navy can be met in the same way; Japan

Russia, Italy, and France must have recourse to loans which bring present relief, at the cost of future embarrassment. As two of these Powers are our allies or friends, British financial help might be extended to them in future. But any friction with Germany would place this country in a most dangerous position. The conformist conscience, however, may be trusted to safeguard us against trouble with a Protestant and kindred Power, while Germany's trading interests are such as more and more to identify her policy with ours. She will not, doubtless, risk war on our account, nor will she ever quarrel with Russia for our *deux yeux*. But she is not likely to join a great coalition in upholding the British Empire. Our change of attitude to her and our evident naval strength—a factor with which the Bismarckian policy had to reckon—will gradually cement the 'union of hearts' if England is not suddenly carried away by some gust of anti-German sentiment."

American new Naval Gun.

The recent tests of the new 6-in. naval gun have demonstrated to the United States naval officials that the American weapon possesses a higher power than anything of its class in use. A middle velocity of 3,000 ft. per second was obtained, as against 2,500 ft. for the British type of gun. It is claimed by the Ordnance experts that the new gun has no superior in any navy.

Admiral Rawson Hard at Work.

The new method of target practice for the Channel Squadron, organised in every detail by Vice-Admiral Sir Henry Rawson, the Commander-in-Chief, was brought into operation for the first time while the Squadron was on its way from Arosa Bay to Vigo. The main idea of the new scheme is that when carrying out a quartering firing practice, the ships shall not be supposed that they are engaged with an enemy. To this end a number of special targets were made, and the cruisers *Diamond*, *Argonaut*, and *Furious* were told off to drop the targets at intervals of four miles apart. Each cruiser had to stay by its targets for the purpose of effecting necessary repairs and reporting upon the general results of the shooting.

When about thirty miles out at sea the signal "Drop targets" was given by the flag-ship. Vice-Admiral Rawson then stopped the second division of the fleet, and led in the first division single file ahead. Its though entering an engagement. Only one ship at a time fired at a target, and a speed of fourteen knots per hour was kept up. The *Argonaut*, according to the squadron correspondent of the *Southern Daily Mail*, led the way. At a distance of 2,400 yards of the first target she opened fire with her barbettes guns, and for the first 1,382 yards deliberate firing was the order. During the next 694 yards the 6-in. guns opened, and when this distance had been covered, all the light quick firing guns began spitting away. By the time the *Argonaut* was broadside on to the target all the guns in one broadside were in full play, firing as rapidly as possible. The fusillade was tremendous, the targets being swiftly swept away. Having run past all the targets, the division turned and steamed back along the line, each ship pouring forth its deadly hail again as the division sped along. This movement was executed in order that both port and starboard batteries might be brought into play. When the first division had finished, the Vice-Admiral led the second division past, manoeuvring as he had done the first. The "runs" of each battleship were carefully timed from the moment the first gun opened until the last had ceased fire. When the great battleships were in the thick of their work they made a magnificent spectacle, and the projectiles were discharged at a rate that would have torn a hostile ship into scrap iron almost as quickly as they rent into shreds the lath and canvas structures against which their broadsides were directed.

How we Stand.

An interesting comparison of the British, French, and Russian navies in the matter of battleships and cruisers is given. All are reduced to a common standard, 5 points being awarded to modern large battleships, 3 to middle-aged and small modern battleships, 2 to completely re-armed and reconstructed battleships and to modern armoured cruisers, while large protected cruisers of the *Powerful* type are assigned 1, and the ordinary protected cruiser 1. On this basis the results are as follows:

	Battleships.	Cruisers.	Total.
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England.....241 154 395
France.....115 75 190
Russia.....115 75 190

From which it appears that the British fleet is just about double the French in strength, and slightly superior to the French and Russian combined. This table includes the 1899 programmes.

Germany Cannot Disarm.

The Germans least of all nations should support the fantastic aspiration of the friends of peace, for the German nation is only at the beginning. It has still to achieve its rightful position in the politics of the world.

Professor von Stengel declares that he does not know whether it is more madness or crime when perpetual peace is preached to the German nation. "Rather is it our duty to do everything to preserve and strengthen the delight in arms which has distinguished our race since it appeared in history."

The efforts of the friends of peace until the Rescript appeared were, to Professor von Stengel, merely fantastic and deserving of nothing but ridicule.

Why we have to Spend.

It may have been generally understood that a nominal increase in the Navy Estimates would show this year to meet the check to expenditure caused by the great engineering strike, but we take it that its most glaring demand for an increase of more than £2,800,000 comes as a rather unpleasant surprise. The surprise is certainly not lessened when we are plainly told that the increase is forced upon us by a special naval expenditure of the country which is at the moment posing as the friend of disarmament. The supplementary estimate of last autumn was necessitated because the Russian Government placed an additional credit of £5,000,000 at the disposal of its Admiralty, and now our hands are again forced, because, beside the proportion of the credit intended to be spent this year, Russia is to spend £1,500,000 more by way of increase to her navy. The position is distinctly annoying; and unless the coming Conference has all along been intended to deal simply with the conscript armies of the Continent—but why ask us to join it in that case?—Russia's position in the eyes of the world becomes farical. —*Saturday Review*.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have, from the 1st day, been removed to No. 50, QUEEN'S ROAD, CENTRAL. Second Floor (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.
E. F. SKERTCHLY,
Manager.
Hongkong, 31 May, 1899.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship.
"THALES."
Captain Hall, will be despatched for the above Ports, TO-MORROW, the 13th instant, at 10 A.M.
For Freight or Passage, apply to DOUGLAS LARNAIK & Co., General Managers.
Hongkong, 12th June, 1899. [784n]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship.
"SILESIA."
Captain R. Mayer, will leave for the above places on WEDNESDAY, the 14th instant, P.M.
For Freight or Passage, apply to SANDER, WIELER & Co., Agents.
Hongkong, 8th June, 1899. [772n]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship.
"TAIYUAN."
Captain Nelson, will be despatched as above on SATURDAY, the 17th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
M.B.—Return Tickets issued by this Company to and from AUSTRIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th June, 1899. [711a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN, QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship.
"AIRLIE."
Captain Kock, will be despatched as above on SATURDAY, the 17th instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, &c., &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.
M.B.—Return Tickets issued by this Company to and from AUSTRIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 8th June, 1899. [774a]

FOR KOBE AND YOKOHAMA.
THE Company's Steamship.
"HIKOSAN MARU."
Captain P. Hallstrom, will be despatched for the above Ports, on TUESDAY, the 13th instant.
For Freight, apply to MITSUI BUSSAN KAISHA.
Hongkong, 9th June, 1899. [776a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR MARSEILLES AND LONDON VIA STRAITS.
(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship.
"KINTUCK."
Geo. W. Long, Commander, will be despatched as above on or about the 13th instant.
For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, 8th June, 1899. [606a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SWATOW, CHEFOO & TIENSIN.
THE Company's Steamship.
"KWEIYANG."
Captain Outerbridge, will be despatched as above on WEDNESDAY, the 14th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th June, 1899. [755a]

FOR NEW YORK VIA SUEZ CANAL.
THE British Steamship.
"MACDUFF."
will be despatched for the above port, on or about the 13th instant.

AFRIDA.....About 30th June.
"BIRCHTON".....7th July.
"MOGUL".....22nd July.
"GHAZEE".....5th Aug.
"COMMONWEALTH".....20th Aug.
For Freight, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 7th June, 1899. [506a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship.
"KUMSANG."
Captain Payne, will be despatched as above on SATURDAY, the 17th instant, at Noon.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 10th June, 1899. [782a]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship.
"INDRAPURA."
Captain A. Norvall, will be despatched as above on or about the 20th June.
For Freight, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 20th May, 1899. [586a]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
FOR TAKOV.
THE Company's Steamship.
"NINGPO."
Captain Phillips, will be despatched on THURSDAY, the 15th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th June, 1899. [734n]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE (DIRECT).
THE Company's Steamship.
"CHINGTU."
Captain Moore, will be despatched as above on MONDAY, the 19th instant.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th June, 1899. [768a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship.
"IDOMENEUS."
Captain Riley, will be despatched as above on TUESDAY, the 20th June.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th May, 1899. [732a]

THE EAST ASIATIC CO., LIMITED.
FOR HAVRE, COPENHAGEN AND ST. PETERSBURG.
THE Company's Chartered Steamship.
"NORDHAVET."
Captain Olsen, will be despatched as above on or about SATURDAY, the 24th instant.
For Freight, apply to ARNHOLD, KARBERG & Co., Agents.
Hongkong, 6th June, 1899. [771a]

Consignees.
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM NEWPORT, GLASGOW, AND LIVERPOOL.
THE Company's Steamship.
"YANGTSE."
Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 15th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns; where they will be examined on the 15th instant.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.
Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.
Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.
Hongkong, 6th June, 1899. [764a]

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 7th instant or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.
Hongkong, 6th June, 1899. [737a]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "OLYMPIA."
FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, AND MOI.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & CO., LIMITED, Agents.
Hongkong, 9th June, 1899. [74]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship.
"BENGAL."
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo—
From London, &c., ex S.S. *Oceana*, *Egypt*, and *Arabia*.
From Penion Gulf, ex S.S. *Nagle* and *Simla*.
From Zanzibar, &c., ex S.S. *Rhonda* and *Gen*.
Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M.
Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, within ten days after the Vessel's arrival here, after which no Claims will be recognized.
H. A. RITCHIE, Superintendent.
Hongkong, 9th June, 1899. [7]

Intimations.

CAROLINE MAVERARIUS
USED FOR OVER 20 YEARS.
With the Unmistakable Success.
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.
Sole Agents for China.
LUTGENS, EINSMANN & Co.
Hongkong, 11th September, 1896. [19]

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
JAYES FLUID.
THE BEST DISINFECTANT.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. C. HUNTHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897. [11]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CUMONT, HUMBER and GLADIATOR CO., Ltd., DUNLOP TYRES, BICYCLES—PRICE \$160.
A special reliable Watch made for this Climate.
Quality A.....\$12
Quality B.....\$10
10, QUEEN'S ROAD, CENTRAL,
Opposite the Telegraph Office.

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.
SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.
SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIPS' STREKS AND REQUISITES ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39]

MITSUI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.
Head Office—TOKIO.
Branch Office—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.
Agents—
Miiki Coal Mines, Okinawa Coal Mines, Onoda Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mill, Japan, Cotton Cleaning and Wkg. Co., Shanghai, Onoda Cement Company, Japan, Kanagatuchi Cotton Spinning Mill, Japan, The Miike Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory.
Hongkong, 11th December, 1896. [45]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40]

SIEN TING.
SURGEON DENTIST.
No. 10, PADJARI STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [43]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SARATA),
DENTIST.
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a]

RIGAUD'S
White Violet
EXTRACT.
This fugative and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder it has been adopted by the most refined French Society.
RIGAUD & Co.
PARIS.
Wholesale and Retail Agents—
H. A. RITCHIE, Superintendent.
Hongkong, 9th June, 1899. [7]

NOTICE.
NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong (Hambour).
CAPTAIN, BY ORDER, SUPERINTENDENT, H. A. RITCHIE.
HONGKONG, 9th June, 1899. [7]

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE.
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING:—BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Pens to fit up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c.,

Apply to

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898. [13]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [493]

The Share Market.

LATEST QUOTATIONS.

(June 11th.)

Hongkong and Shanghai Banking Corporation—300 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 41 buyers.

The Bank of China & Japan, Ltd.—(Deferred) 65 buyers.

National Bank of China, Ltd.—\$200 Do.

Do. —\$200 Do.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$230 buyers.

China Traders' Insurance Co., Limited—\$62.

North China Insurance Co., Ltd.—\$110.

Yantai Insurance Assoc. Ltd.—\$100 sellers.

Canton Insurance Office, Ltd.—\$140 sellers.

Straits Insurance Co., Ltd.—\$47.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$315.

China Fire Ins. Co., Ltd.—\$87.

Shipping.

Hongkong, Canton & Macao Steamboat Co., Limited—\$291.

Indo-China Steam Navigation Company, Ltd.—\$369.

China and Manila S.S. Co., Ltd.—\$80.

Douglas Steamship Co., Ltd.—\$59.

China Mutual S.S. Co., Ltd.—(Preference)—\$910 buyers.

China Mutual S.S. Co., Ltd.—(Ordinary)—\$3 buyers.

Star Ferry Co., Ltd.—\$14.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—400 per cent. prem.

Hongkong & Kowloon Wharf and Godown Company, Limited—\$38.

Wanchai Warehouse and Storage Co., Ltd.—\$41.

New Amoy Dock Co., Ltd.—\$151.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$27.

Hongkong Land Investment and Agency Co., Ltd.—\$87.

Kowloon Land and Building Co., Ltd.—\$24 buyers.

West Point Building Co., Ltd.—\$291.

Hongkong Hotel Co., Ltd.—\$95.

Humphreys' Estate and Finance Co., Ltd.—\$10.30 buyers.

Miscellaneous.

Green Island Cement Co., Ltd.—\$38.

China-Borneo Co., Limited—5 buyers.

A. S. Watson & Co., Limited—\$14.

Hongkong Electric Co., Limited—\$121.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$170.

Geo. Fawcett & Co., Ltd.—\$40.

Hongkong Ice Co., Ltd.—\$12.

Hongkong High Level Tramways Co., Ltd.—\$142.

Dairy Farm Co., Limited—\$5.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$11.

Bells Asbestos Eastern Agency, Limited—£1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$83.

Ewo Cotton Spinning & W. Co., Ltd.—\$70.

International Cotton Mfg. Co., Ltd.—\$15.

Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.—\$15.

Soy Chee Cotton Spinning Co., Ltd.—\$15.

Yahloong Cotton Spinning Co., Ltd.—\$15.

Tebrun Planting Co., Ltd.—\$5 per share.

Tebrun Planting Co., Ltd.—\$5.

BENJAMIN KELLY & POTTS (Share Brokers).

Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 12th June.

ON LONDON, Telegraphic Transfer 1/11 1/16

" Bank Bills, on demand 1/11 1/16

" Credits, 4 months' sight 2/10 1/16

" Debits, 4 months' sight 2/10 1/16

ON BERLIN, (demand) 2/10 1/16

ON PARIS, Bank Bills, on demand 2/10 1/16

Credits, 4 months' sight 2/10 1/16

ON NEW YORK, Bank Bills, on demand 48 1/2

Credits, 30 days' sight 48 1/2

ON BOMBAY, Telegraphic Transfer 1/11 1/16

ON SHANGHAI, Telegraphic Transfer 7/21

Private, 30 days' sight 7/21

ON YOKOHAMA, T. T. 4 per cent. prem.

Sovereigns, Bank's Buying Rate 1/10 1/16

Gold Leaf too touch, per tael 2/10 1/16

Bar Silver 2/10 1/16

Dollars 1/10 1/16 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 12th June.

New Patna, 100 lbs. 77 1/2 per chest.

Old " 77 1/2 " "

New Benares, 100 lbs. 77 1/2 " "

New Malwa, credit, 100 lbs. 77 1/2 per picul.

(Allowance, last 14/10.)

Old Malwa, credit, 100 lbs. 77 1/2 " "

Persian, paper 100 lbs. 69 1/2 " "

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken

Mr. John Angus

Mr. J. R. Armstrong

Mr. W. S. Bailey

Mr. B. J. Barlow

Mr. P. L. Baxter

Mr. C. Beresford

Mr. T. Black

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Mr. T. F. Bundorf

Capt. Burnie

Mr. C. M. G. Burnie

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Mr. Ch. S. Clark

Mr. S. H. Click

Mr. Harry E. Essmann

Mr. Silveries W. Gray

Mrs. Hopson

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Mr. Silveries W. Gray

Mrs. Hopson

Mr. C. F. Krauss

Mr. J. A. Lewis

Mr. W. E. Liddler

Mr. M. Pardo

Mr. Juan Pineyro

Mr. and Mrs. Bernard

Mr. Raphael E. Biscoe

VESSELS IN PORT.

AMARA, British steamer, 1,566 C. J. Matlock,

7th June, Sumbaya 30th May, Sugar—

Jardine, Matheson & Co.

AMERICA MARU, Japanese steamer, 6,210, W. H. Cope, 3rd June, San Francisco 6th

May, Honolulu 14th, Yokohama 26th

Kobe 27th, Nagasaki 29th, and Shanghai

1st June, Malls and General—J. S. Van

Buren.

ATHENIAN, British steamer, 2,440, H. Mowatt,

8th June, Vancouver, B.C. 7th May, via

Kobe and Moji 3rd June, Flour—C. P. R.

Co.

BARON ARDROSSAN, British steamer, 1,829, J. Y. Mitchell, 1st June, Batoum 21st April,

Petroleum—Arnhold, Karberg & Co.

BORNIDA, Italian steamer, 1,499, G. Delaya,

7th June, Bombay 20th May, and Singa-

pore 1st June, General—Canalville & Co.

DOM JUAN DE AUSTRIA, American steamer,

Rowin, 20th June, Manila 16th January,

GLOUCESTER CITY, British steamer, 1,409,

Nilsen, 28th May, Saigon 24th May,

Rice—Dodwell & Co.

GODAVAREY, French steamer, 713, Orsim, 1st

April, Saigon 25th March, General—

Chinese.

GOODWIN, British steamer, 2,832, Arthur

Jackson, 9th June, Moji 3rd June, Coal.

Mitsui Bussan Kaisha.

HIKOSU, Japanese steamer, 2,245,

6th June, Kuchinat 2nd June, Coal—

Mitsui Bussan Kaisha.

HOIHAO, French steamer, 509, J. C. Gerard,

8th June, Pakhoi 5th June, and Hoihow

7th, General—A. R. Marty.

HUPEI, British steamer, 1,894, G. Ramsay, 4th

June, Illoilo 31st May, Sugar—Butterfield

& Swire.

INDEPENDENT, German steamer, 871, A. Hantz,

8th June, Swatow 7th June, Ballast—

Sander, Wieler & Co.

KEONG WAH, British steamer, 1,115, R. Un-

sworth, 10th June, Bangkok 1st May, and

Swatow 9th June, Rice and Timber—Yuen

Fat Hong.

KUMSANG, British steamer, 2,075, Hay, 24th

May, Kumusi 19th May, Coal—Jardine,

Matheson & Co.

LOOSK, British steamer, 1,020, J. B. Jackson,

5th June, Bangkok 31st May, and Hoihow

8th June, Rice and Timber—Butterfield

& Swire.

MAUSANG, British steamer, 1,643, P. M. B.

Lakes, 3rd June, Sandakan 28th May,

Timber—Jardine, Matheson & Co.

MEMMUR, British steamer, 1,980, S. J. George,

5th June, Sydney 13th May, Port Darwin

THE FRENCH SQUADRON.

Aigle, French gunboat, 463 tons, 6 guns, 133

h.p. Captain Journer, at Saigon.

Bayard, French flagship, 1,568 tons, 10 guns, 4,500 h.p., Capt. Jannet, at Yokohama.

Bellepierre, French cruiser, 1,240 tons, 14 guns, 895 h.p., Captain Ternet, at

Chio.

Bismarck, French cruiser, 4,750 tons, 16 guns, 8,800 h.p., at Saigon.

Comille, French gunboat, 473 tons, 6 guns, 641

h.p. Captain Simon, at Saigon.

Decourville, French protected cruiser, 3,085 tons,

10 guns, 631 h.p., Captain Bernad, at

Nagasaki.

Eclair, French cruiser, 1,608 tons, 15 guns,

2,408 h.p., Capt. Texier, at Along Bay.

Fouillat, French cruiser, 2,321 tons, 13 guns,

1,984 h.p., Capt. Delort, at Nagasaki.

Inconstant, French cruiser, 891 tons, 8 guns,

810 h.p., Capt. L. Seyne, at Chio.

Jean Bart, French cruiser, 10 guns, 8,000 h.p.,

Capt. Chesmar, at Toki.

Lion, French gunboat, 473 tons, 6 guns, 576

h.p., Capt. Amot, at Shanghai.

Pascal, French protected cruiser, 3,085 tons,

10 guns, 9,000 h.p., Capt. de Breuille, at

Manila.

Pluvier, French despatch-boat, 545 tons, 4

guns, 500 h.p., Comdr. Vidal, at Bangkok.

Surprise, French gunboat, 627 tons, 10 guns,

860 h.p., at Saigon.

Triumphante, French armoured cr., 4,700 tons,

24 guns, 2,400 h.p., Capt. B. de Broitrel, at

Saigon.

Youban, French flagship, 6,150, Capt. Boute

at Haiphong.

Vigilant